

AMONG THE AUTOMOBILISTS

BROOKLYN TO HAVE A SHOW
SOME TIME IN FEBRUARY.

It is to be in the Twenty-third Regiment Armory. Plans soon to be formed.

U. S. Motor Co.'s Formal Opening

Aeroplanes for the Palace Show

An automobile show is being arranged for Brooklyn, to be held in the Twenty-third Regiment Armory, according to present plans, probably in the third week in February. The Brooklyn Motor Vehicle Dealers Association will conduct the show and had a meeting on Tuesday evening to make plans for it. The date selected comes between the Chicago and Boston shows, so it was suggested at first that there would be no exhibition in the Clermont Avenue Bank.

At the meeting of the Brooklyn dealers' group was voted by E. T. Bixham, who was at the meeting in place of Louis H. Allen, president of the Allen-Swift Company. Mr. Allen is record holder member of the association before the meeting and turned his stock over to Mr. Bixham, who will take his place. Those present were William Kunkelhaven, J. C. Kirkham, C. M. Bishop, C. F. Batt, William H. A. Bruns, Joseph D. Reing and M. Wolfe.

After the reading of the treasurer's report, which showed a balance in the treasury, the gathering discussed the outline for the coming show and then elected officers. The entire group of officials who took part after the affairs of the association last year with the exception of Mr. Allen were chosen.

The officials follow: William Kouwenhoven, president; Joseph D. Rourk, first vice-president; C. F. Batt, second vice-president; J. C. Kirkham, treasurer; and C. M. Bishop, secretary. Mr. Bixham takes the place of Mr. Allen as first vice-president and Mr. Batt takes Mr. Bourke's place as second vice-president. The board of directors consists of the officers of the organization.

The committee in charge of the reliability contest, which was held on Long Island on August 9 and reported. Expenses were heavy, but the organization was well satisfied with the results. It is probable that another and larger run will be held next year.

The new premises of the United States Motor Company in West Sixty-first Street will be opened formally on December 1. The 1911 models of Maxwell and Columbia cars will be displayed.

country and the board is prepared to furnish the treasurer reported that the association has a balance of \$10,000, \$1,000 less than last year. Three weeks ago this difference in the touring wagon given to him became a salaried affair, extra equipment has been bought for it and the contest board and further more the children roar. It covered thirteen States and attracted a large number of contestants than usual, with a consequent loss in income.

Chairman Butler of the contest board made his report and Mr. Terry also outlined the work of the legislative committee. Mr. Terry announced that the State where he resides has good road legislation had been put through suggestions of the committee had been incorporated into the new law.

Others present were included John N. Brooks, C. H. Gillette and C. M. Robinson of Connecticut; J. P. Coghill, A. D. Converse and L. D. Speare of Massachusetts; Harry C. Ross of New Jersey; E. S. Hayes of Michigan; F. M. Joyce of Minnesota; H. J. Edwards, G. B. Batchelder and H. A. Bonelli of New Jersey; F. G. Webb, George W. Stile, S. M. Butler, W. Holman and Charles E. Terry of New York; D. L. Bonfield, Dr. A. B. Hevi and H. A. Miller of Philadelphia; Robert Davis of Pennsylvania; S. V. Vail of Vermont and James F. Droughy of Wisconsin.

It was announced that State associations which have been admitted to the association, that now New England is complete. The Idaho State Association has been admitted and the State of Oregon will be admitted at a meeting of motorists in that State which was held last night.

The election of officers is on the card for to-morrow. The report is that the present group of officers will succeed Mr. Speare at the head of the organization.

There will be some other routine matters, as well as the decision on the shifting of the national meeting.

It was stated that two visiting motorists, one from Connecticut and the other from New York, came for the opening of a motor club. "They who had agreed subsequently to appear in court failed to observe the legal summons forwarded to them by registered mail and are now in custody," said Mr. Terry. "The national officers should at once notify the State bodies in Connecticut and New York of the acts of their offending motorists and request that they issue summonses to appear before the Massachusetts summons. It was also voted that all similar cases should call for the same action and that all assistance possible should be given in the enforcement of equitable laws.

A nominating committee was upon motion appointed by the chair consisting of Mr. Edwards, chairman of the racing committee; H. J. Edwards, New York; H. L. Vail, Ohio; G. J. Edwards, New Jersey; Paul C. Wolf, Pennsylvania; and L. R. Speare, Massachusetts.

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ROAD RUN ENDS.

Cars Check In at Weehawken, While Some Persons Wait in Columbus Circle.

There were twenty tourists who checked in at the end of the second day of the New York Automobile Trade Association's endurance contest yesterday in Weehawken. The roads they encountered going to Newburgh and coming back weren't as bad as they had been on the previous day's run, but the weather was a great deal colder. There are better sports than hustling through the countryside in the chilly breeze.

A great many folks who had business to be there hung around Columbus Circle last evening in hopes of seeing the tourists who had come in with their cars. Some of the waiters thought there must have been a wholesale upsetting. When they learned that the checking had been at Weehawken, the folks said things went away.

The results of the run, that is to say the road penalties and the technical penalizations, will not be announced for two or three days yet. It takes a long time to figure these things up.

JEM MACE DEAD.

Former English Heavyweight Champion Dies in London.

Sixty-one years old.

London, Nov. 30.—Jem Mace, the famous old time pugilist, died today of senile decay.

Jem Mace, former champion heavyweight of England, was born in 1851 at Swaffham, near Norwich, England. He stood 5 feet 6 inches tall, and in fighting trim weighed about 165 pounds. His first ring battle took place in 1868, when he defeated Jack Doherty of Norwich in nine rounds for a £10 purse. After that Mace attracted attention in England by defeating with bare knuckles Bill Thorpe for £25 a side. But he was kept out of the main ring with Mike McGehee, after three hours and ten minutes of fighting. This affair took place in 1868, but it did not discourage Mace, who soon got another match with Thorpe and beat him in eleven rounds.

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On June 13, 1881, Mace fought Sam Hurst, holder of the English champion belt, and though the latter was 6 feet 2½ inches tall he was knocked out in eight rounds, lasting forty minutes. Tom King challenged Mace and they came together on January 18, 1882. The battle consumed a hour and 8 minutes and Mace won on the forty-third round. King was not satisfied with the result and encountered another weightier match. Mace agreed and they clashed at Thame's Haven for £200 a side the following month. King was beaten by a round of 1000 yards, and the latter, after an argument in the eighteenth round, landed a terrific cross counter on Mace's jaw and sent him crashing to the turf. After two more rounds had been fought Mace's seconds drew up the sponge and Mace was hoisted as England's champion. King refused to fight again, but the battle had been fought to a finish.

In 1886 Mace defeated Joe Gross in twelve rounds, consuming a hour and 40 minutes. In his return to England he was beaten by Bertie Colton in eight rounds for £200 a side, but as they could not agree on a referee the stakes were withdrawn. The Womble because of an injured arm, and the latter, after a round of 1000 yards, for the second time. This affair lasted 60 minutes one round and the men shook hands when the dust was over. They were hard hit, however, in seven rounds for £200 a side, and the bout ended in a draw.

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